City of Napa Napa Valley Transit (VINE)

ID Number: 9088

955 School Street, P.O. Box 660

Chief Executive Officer: Patricia Thompson, City Manager (707)257-9501

9/24/2001 14:47

Data Source: 2000 National Transit Database

Napa, CA 94559-1346

| System Wide Information | | Modal Information |
|-------------------------|-----------------|--------------------------|
| Financial Information | Characteristics | |

| | System with | e information | | | | wodai information | ()=:::::::::::::::::::::::::::::::::: |
|--|----------------|-------------------------------------|--------------|----------------|--|-----------------------|---------------------------------------|
| General Information | | Financial Information | | | Characteristics | | Demand |
| | | | | | | Bus | Response |
| Jrbanized Area (UZA) Statistics — 19 | 90 Census | Fare Revenues Earned | | | Operating Expense | \$2,198,695 | \$1,115,814 |
| lapa, CA | | Directly Operated | | \$0 | Capital Funding | \$755,051 | \$0 |
| Square Miles | 21 | Purchased Transportation | | 734,984 | Annual Passenger Miles | 2,962,488 | 264,050 |
| Population | 68,049 | Total Fare Revenues Earned | - | \$734,984 | Annual Vehicle Revenue Miles | 624,861 | 263,574 |
| Population Ranking out of 405 UZAs | 305 | | | | Annual Unlinked Trips | 874,908 | |
| p | | Sources of Operating Funds Expended | | | Average Weekday Unlinked Trips | 3,163 | |
| | | Passenger Fares | | \$734,984 | Annual Vehicle Revenue Hours | 40,812 | |
| | | Local Funds | | 2,162,053 | Fixed Guideway Directional Route Miles | 0.0 | • |
| Service Area Statistics | | State Funds | | 0 | Vehicles Available for Maximum Service | 19 | |
| Square Miles | 45 | Federal Assistance ¹ | | 400,000 | Average Fleet Age in Years | 11.7 | |
| - 1 | 125,000 | Other Funds | | | č č | | |
| Population | 125,000 | | _ | 17,472 | Vehicles Operated in Maximum Service | 15 | |
| | | Total Operating Funds Expended | | \$3,314,509 | Peak to Base Ratio | 1.3 | |
| | | | | | Percent Spares | 27% | |
| Service Consumption | | | | | Incidents | 13 | |
| Annual Passenger Miles | 3,226,538 | Summary of Operating Expenses | | | Patron Fatalities | 0 | 5 |
| Annual Unlinked Trips | 921,965 | Salaries, Wages and Benefits | | \$0 | | | |
| Average Weekday Unlinked Trips | 3,336 | Materials and Supplies | | 0 | Performance Measures | | |
| Average Saturday Unlinked Trips | 1,157 | Purchased Transportation | | 3,314,509 | | | |
| Average Sunday Unlinked Trips | 42 | Other Operating Expenses | | 0 | Service Efficiency | | |
| | | Total Operating Expenses | _ | \$3,314,509 | Operating Expense per Vehicle Revenue Mile | \$3.52 | \$4.23 |
| | | | | | Operating Expense per Vehicle Revenue Hour | \$53.87 | \$70.17 |
| Service Supplied | | Reconciling Cash Expenditures | | \$0 | april 9 Principle of the control of | | |
| Annual Vehicle Revenue Miles | 888,435 | | | ** | Cost Effectiveness | | |
| Annual Vehicle Revenue Hours | 56,714 | Sources of Capital Funds Expended | | | Operating Expense per Passenger Mile | \$0.74 | \$4.23 |
| Vehicles Available for Maximum Service | | Local Funds | | \$258,081 | Operating Expense per Unlinked Passenger Tri | | |
| Vehicles Operated in Maximum Service | | State Funds | | 103,677 | Operating Expense per onlinked rassenger m | Ψ2.51 | Ψ20.7 1 |
| Base Period Requirement | 12 | Federal Assistance 2 | | 393,293 | Service Effectiveness | | |
| Dase Fellou Requirement | 12 | Total Capital Funds Expended | - | \$755,051 | Unlinked Passenger Trips per Vehicle Revenue | e Mile 1.40 | 0.18 |
| | | Total Capital Fullus Expellueu | | \$755,051 | Unlinked Passenger Trips per Vehicle Revenue | | |
| Vehicles Operated in Maximum | Service | Uses of Capital Funds | | | Offilitiked Passeriger Trips per Verlicle Neverlue | 21:44 | 2.90 |
| romotoc operatou in maximum | 1 001 1100 | Soco or Supriar rando | | | Bus | | |
| Directly | Purchased | Rolling | Facilities | | Operating Expense per | Operating Expense per | Passenger Trips per |
| Operated | Transportation | Stock | and Other | Total | Vehicle Revenue Mile | Passenger Mile | Vehicle Revenue Mile |
| Bus 0 | 15 | Bus \$0 | \$755,051 | \$755,051 | | 3 | |
| Demand Response 0 | 24 | Demand Response 0 | 0 | 0 | \$4.00 | 0.80 | 2.00 |
| Total 0 | 39 | Total \$0 | \$755,051 | \$755,051 | | • | |
| | | | | | \$3.00 \$0 | 0.60 | 1.50 |
| | | | | | 00.00 | 0.40 | 4.00 |
| | | | | | \$2.00 \$0 | 1.40 | 1.00 |
| | | | | | \$1.00 | 1.20 | 0.50 |
| | | | | | \$1.00 | 3.20 | 0.30 |
| | | | | | \$0.00 | 0.00 | 0.00 |
| | | | | | ψο.σο τ τ τ τ τ τ τ τ τ τ τ τ | 96 97 98 99 00 | 96 97 98 99 00 |
| | | | | | 96 97 98 99 00 | 90 97 96 99 00 | 90 97 98 99 00 |
| | | | | | Demand Response | | |
| Sources of Operating Funds I | Expended | Sources of Capital Fur | nds Expended | | Operating Expense per | Operating Expense per | Passenger Trips per |
| | Other | | | | Vehicle Revenue Mile | Passenger Mile | Vehicle Revenue Mile |
| | 1% | | | | | | |
| | Fa | ires Local | | | \$6.00 \$5 | .00 | 0.20 |
| | | 2% 34% | | | \$5.00 | .00 | ~~~ |
| | \- | | | | £4.00 | | 0.15 |
| | | | | | \$3 | .00 | 0.40 |
| Local | | | | Federal | \$3.00 | .00 | 0.10 |
| Local 65% | | | | -ederai 52% | \$2.00 | | 0.05 |
| 5570 | | | | J_ /0 | \$1.00 | .00 | 0.03 |
| | | | | | | .00 | 0.00 |
| | Federal | State | | | 96 97 98 99 00 | 96 97 98 99 00 | 96 97 98 99 00 |
| | 12% | 140/ | | | 96 97 98 99 00 | 90 97 98 99 00 | 90 97 98 99 00 |

 $^{2}\,\mathrm{Includes}$ Federal capital funds used to pay for operating expenses.

¹Excludes Federal capital funds used to pay for operating expenses.